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Warranty of Construction, in solicitations and contracts for construction when a fixed-price contract will be awarded and contract performance will be in Germany.

[56 FR 36460, July 31, 1991, as amended at 62 FR 34128, June 24, 1997; 64 FR 51077, Sept. 21, 1999]

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AUTHORITY: 41 U.S.C. 421 and 48 CFR chapter 1.

SOURCE: 56 FR 36466, July 31, 1991, unless otherwise noted.

247.001 Definitions.

For definitions of “Civil Reserve Air Fleet” and “Voluntary Intermodal Sealift Agreement,” see Joint Pub. 1-02, DoD Dictionary of Military and Associated Terms.

[65 FR 50144, Aug. 17, 2000]

Subpart 247.1—General

247.104 Government rate tenders under section 10721 of the Interstate Commerce Act.

247.104-5 Citation of Government rate tenders.

(a) See DoD 4500.9-R, Defense Transportation Regulation, Part II, Chapter 206, for instructions on converting commercial bills of lading to Government bills of lading within CONUS.

[65 FR 50144, Aug. 17, 2000]

247.105 Transportation assistance.

(b)(i) Transportation assistance includes all transportation factors, such as—

(A) Rates and prices (for evaluation of bids or routing purposes);

(B) Other transportation costs;

(C) Transit agreements;

(D) Time in transit;

(E) Port handling charges; and

(F) Port capabilities.

(ii) Within CONUS, the Military Traffic Management Command (MTMC) is responsible for the performance of traffic management functions. These functions include the direction, control,

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and supervision of all functions incident to the acquisition and use of commercial freight and passenger transportation services.

(iii) For assistance with international shipments—

(A) Originating in CONUS, request assistance from the appropriate military activity; i.e., the Air Mobility Command (AMC), Military Sealift Command (MSC), MTMC, or the military service sponsoring the cargo;

(B) For all modes of transportation originating overseas, request assistance from the overseas Theater Commander assigned responsibility for common-user, military-operated land transportation;

(C) Of bulk petroleum via ocean tanker, request assistance, rates, or other costs from the MSC;

(D) Of supplies between points outside CONUS, including Alaska and Hawaii, request assistance, rates, or other costs from the military service sponsoring the cargo. Direct the requests to:

Army: Deputy Chief of Staff for Logistics,
ATTN: DALO-TSP, Washington, DC 20310-0500

Navy: Naval Supply Systems Command,
Code 4D, 5450 Carlisle Pike, PO Box 2050,
Mechanicsburg, PA 17055-0791

Air Force: Applicable Overseas Air Force
Command:

HQ PACAF/LGT, 25 East Street,
Suite I-305, Hickam AFB, HI 96853-5427

HQ USAFE/LGT, Unit 305, Box 105,
APO AE 09094-0105

HQ AFSPACCOM/LGT, 150 Vandenberg Street, Suite 1105, Peterson
AFB, CO 80914-4540

Marine Corps: HQ, U.S. Marine Corps, Traffic
Management Branch (LFT1), 2 Navy
Annex, Washington, DC 20380-1775

[56 FR 36466, July 31, 1991, as amended at 59
FR 27674, May 27, 1994; 65 FR 50144, Aug. 17,
2000]

Subpart 247.2—Contracts for Transportation or for Transpor- tation-Related Services

247.200 Scope of subpart.

This subpart does not apply to the operation of vessels owned by, or

bareboat chartered by, the Govern-
ment.

[65 FR 50144, Aug. 17, 2000]

247.206 Preparation of solicitations and contracts.

(1) Consistent with FAR 15.304 and 215.304, consider using the following as evaluation factors or subfactors:

(i) Record of claims involving loss or damage;

(ii) Provider availability; and

(iii) Commitment of transportation assets to readiness support (e.g., Civil Reserve Air Fleet and Voluntary Intermodal Sealift Agreement).

(2) To the maximum extent practicable, structure contracts and agreements to allow for their use by DoD contractors.

[65 FR 50144, Aug. 17, 2000]

247.270 Stevedoring contracts.

247.270-1 Scope of section.

This section contains procedures unique to stevedoring. Other portions of the FAR and DFARS dealing with service contracting also apply to stevedoring contracts.

[56 FR 36466, July 31, 1991, as amended at 65
FR 50144, Aug. 17, 2000]

247.270-2 Definitions.

Commodity rate is—

(1) The price quoted for handling a ton (weight or measurement) of a specified commodity; and

(2) Computed by dividing the hourly stevedoring gang cost by the estimated number of tons of the specified commodity that can be handled in 1 hour.

Gang cost is—

(1) The total hourly wages paid to the workers in the gang, in accordance with the collective bargaining agreement between the maritime industry and the unions at a specific port; and

(2) Payments for workmen's compensation, social security taxes, unemployment insurance, taxes, liability and property damage insurance, general and administrative expenses, and profit.

Stevedoring is the—

(1) Loading of cargo from an agreed point of rest on a pier or lighter and its storage aboard a vessel; or